

Intimations.

GINGER ALE.

WE have always made good GINGER ALE, and we are now making the best. At various exhibitions and competitions in London and elsewhere, GINGER ALE made by the formula we now use has won 32 PRIZE MEDALS and CERTIFICATES OF MERIT.

In 1890 competed and won against FOUR of the most famed Belfast makers.

The Analyst's report:—

"It is of unexceptionally good quality."

"Particularly pleasant to the taste."

"Decidedly tonic and sustaining."

"In every respect most satisfactory."

ARTHUR HILL HASSAL, M.D.

The ideal temperance beverage.

DAKIN, CRICKSHANK & Co., LD.

Victoria Dispensary,
Queen's Road Central,
Hongkong, 17th October, 1892. [118]

A. S. WATSON & CO., LD.

have just received

the Steamers "BENEDI" and "GANGES"

their first shipments of

XMAS. CONFECTIONERY

Consisting of:—

CHOCOLATE CREMES, VANILLA PRA-

LINES, SUGARED ALMONDS, BURN'T

ALMONDS, NOUGAT, JUJUBES,

TURKISH DELIGHT,

PARISIANS,

&c., &c., &c.

DELICIOUS FRUIT JELLIES.

ASSORTED PINEAPPLE, LIME, DAMSON,

GUAVA, RASPBERRY, STRAWBERRY,

PLUM, &c.

CALLARD AND BOWSER'S

BUTTER SCOTCH, ALMOND ROCK and

EVERTON TOFFEE.

CADBURY'S CHOCOLATES

In great variety.

CRYSTALLIZED FRUITS, MUSCATELS,

ALMONDS AND FIGS.

FANCY BOXES.

A large and varied Assortment of

ARTISTIC DESIGNS.

XMAS CARDS.

ENGLISH, JAPANESE and CHINESE,

a splendid selection.

TOM SMITH'S CRACKERS.

A LARGE STOCK WELL ASSORTED.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY,

ESTABLISHED A.D. 1841.

Hongkong, 10th November, 1892.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

BIRTH.

At Chatham Rise, on the 26th October, 1892, the wife of H. C. RUSSELL, I.M. Customs, Fochow, of a son.

MARRIAGES.

On 27th October, at St. Clement's Church, Urnston, by the Rev. E. H. Cooke, M.A., THOMAS BURN, Superintendent Engineer, Kiangnan Arsenal, Shanghai, to EMMA, third daughter of William Phillips, The Bracken, Newquay, Cornwall.—No Cards.

On the 12th December, at the Cathedral, Shanghai, by the Rev. H. C. Hodges, M.A., JOHN LAMBERT REES, B.Sc., of the London Mission, Shanghai, to FANNY MAY, daughter of George Thornborough, Esq., Manchester.

DEATHS.

At Cambridge, on the 3rd November, 1892, after a very short illness, EDWARD HENRY, third son of the Right Rev. Bishop Moule, and Mrs. Moule; in his 23rd year.

At Forest Hill, London, 3rd November, 1892, FRANK GOSSE, late of Shanghai, aged 40 years.

The Hongkong Telegraph.

HONGKONG, SATURDAY, DECEMBER 17, 1892.

AS OTHERS SEE US.

There may be a suspicion that we Hongkong people take a narrow and mistaken view of the retrocession question; that insularity warps our judgment; that impartial critics could not agree with us. There may be an idea that when we say Governor Robinson voluntarily bound

himself hand and foot by gracious promises, we were mistaken; that, in fact, we have no right to call him faithless or perjured. Here, then, is an outsider's opinion, taken from a Straits paper which is pro-official and gentle-spoken, yet agrees that the Governor did commit himself to a reduction of salaries. Says the *Free Press*—

"It is a good thing to see how clearly the Governor of Hongkong has spoken out upon a subject which, as long as the Crown Colony system exists at all, must command the attention of dwellers in such colonies. Where the finance of a colony is concerned, it has been Sir W. Robinson's consistent policy to be guided by the votes of the unofficial members of Legislative Council, wherever he has served. And he further lays it down that the permanent Government majority at his disposal will not be used to override the desires of the unofficials. It is uncertain how far this praiseworthy attitude may be maintained in the face of a mandate of the Secretary of State, but it appears to be accepted at Hongkong that both the Governor and his able Colonial Secretary will resist by all the means in their power any increased demands made upon the Colony at the behest of the War Office and Treasury. That the Government officials of Hongkong should submit to a reduction of salaries by the Governor refraining from an exercise of the majority he can command is an earnest of what they may hereafter do in defence of the colony whose affairs they administer. The time is now ripe for assuming a decisive attitude in respect to the moderate and reasonable claim that a colony shall be the sole judge of what it can afford, and what it cannot afford. The new Government in England, by its proclaimed Irish policy, is bound to respect the request that a colony shall have the regulation of its domestic affairs in its own hands. That a colony should be taxed by the mother country and its revenues appropriated against the unanimous protest of the inhabitants, and against the opinion of even those servants of the Crown who are directed to outvote the real representatives, the unofficials, is not a policy for which Liberal, Radical, or Home Rule principles can find justification. Another point—the present Government is notoriously unstable, and if we hope to gain from it any conclusion leading to justice and finally in the matter of our military burdens, it behooves us to treat of them while yet there is time."

Here, now, is sarcasm, but not of the cheap O'Brien sort, carefully planned and fired off from an ambush, unexpected by the Unofficials, and well screened by the Governor and the "wooden walls" of his majority. This sarcasm of our southern contemporary is of a much better, brighter sort—unintentional, perfectly innocent, and therefore the more severe. "How clearly the Governor has spoken out!"—"guided by votes of unofficials!"—"he lays it down that the Government majority will not be used to override the unofficials!"—and how dexterously he now shuffles and wriggles away! The *Free Press* writer was filled with an honest though perhaps not admirable desire to say nice things of great persons; consequently, Sir WILLIAM ROBINSON'S own words are taken—*but the fact is, as you know, that the change of front, becomes a slap in the face—his own false words are cast in his teeth.* For the Governor says he was only fooling us, and he even demands that we apologise for having been so silly as to believe him. We do apologise—we ought to have known from the first that he never meant it. We are sorry ever to have trusted him. But it shall not occur again; never again will Hongkong be so mad as to spontaneously pay the too much and the year 1893 shall see the end of the inflated salaries.

TELEGRAMS.

POLITICAL DISCONTENT IN PARIS.

LONDON, December 15th.

Monarchists and revolutionists of all shades are seeking to fan the growing discontent in France, which has arisen out of the daily extension of the Panama Canal Scandal.

LOCAL AND GENERAL.

H.M.S. *Rattler* arrived at Shanghai on the 11th from the south.

H.M.S. *Swift* was in Amoy on the 14th inst., when the *Haitan* left.

MRS. FRIDENTHAL gave her last concert, in Batavia on Monday, Nov. 27th.

CAPT. VINCENT (Shanghai) has obtained a contract from the Customs authorities to blow up or remove the *Peking* wreck.

THE O. & O. Co.'s steamer *Delite*, with mails, &c., left San Francisco for this port, via Yokohama, on the 15th inst.

At Shanghai, on the 12th inst., Messrs. Hopkins, Dunn & Co. offered the wreck of the *Felma* for sale by public auction. The hull was knocked down to a Chinaman for Tls. 640, and the cargo to another Celestial for Tls. 430.

ST. PETER'S SEAMEN'S CHURCH.—The Mission steam-launch *Day Spring* will call alongside vessels holding coast pennant C, between 9 and 10.30 a.m. on Sunday, to convey men ashore to the 11 o'clock service, returning about 12.30 p.m.

A REGULAR meeting of the Diligentia Lodge of Instruction will be held in Freemasons' Hall, Zealand Street, on Wednesday, the 28th inst., at 5 for 5.30 p.m., precisely, not as previously advertised. Visiting brethren are cordially invited.

THE weather at Shanghai on Sunday night last was so cold, according to our northern morning contemporary, that some of the hydrants were frozen, and hot water had to be used next morning to thaw them. The banks of the creeks were frozen during the day.

COLONEL A. A. Baker, Deputy Assistant Adjutant-General at Portsmouth, has been (says the *L. & C.*) appointed to the same post at Hongkong in place of Lieut. Colonel Clayton, who has completed his term of service. He will be very seriously missed here.

MALES DUE:—

English (*Vivona*) 19th inst.

Indian (*A. Agar*) 19th "

German (*Boyer*) 19th "

Australian (*Manwiler*) 19th "

Bombay (*Thib*) 19th "

Bombay (*Bornide*) 19th "

ACCORDING to telegrams published by our Manila contemporaries, Spain is just recovering from a bad attack of political crisis, cause unknown. The Liberals have now obtained a victory, and a gentleman named Sagasta has after much difficulty, formed a Cabinet.

BESIDES falling victims to plagues now and then the inhabitants of the unfortunate French colonies in Indo-China are being eaten up by tigers. On the banks of the Song-dai-bac river eighteen natives have been lost in this way in ten months. In other places it is as bad.

THERE was again a very good attendance at Harcourt's Circus last night, and a large number of ladies and children availed themselves of the opportunity to see the show this afternoon. For to-night a special programme has been arranged, even better than any previously exhibited.

HAWKERS and mendicants were chief amongst the score of so-called sinners who answered to their names at the Magistrate's levee this morning. Good, but how long will this sort of thing, the comparative lull in a shocking storm of crime, last? Up to Merry Xmas and Happy New Year at the utmost we opine.

THE nearest and prettiest little almshouse for 1893 is that issued by D. K. L. Crickshank & Co. The design is entirely new and quite charming—a table of tortoise shell, 1 inch by 2, with gold lettering on the front, and a white glassed memo card at the back. A dozen of these would go into a waistcoat pocket.

ACCORDING to a telegram from the 10th inst. from Tientsin, the weather was cold and the river in a dangerous state owing to the ice. It was thought probable the river would close suddenly. A telegram from the morning of the 12th inst. said that the *Peking* was closed and that the steamers *Yungking*, *Peking*, and *Tungchow* were at Taku.

THE Chief Justice has come within an ace of another pair of white gloves this month, for there is only one case, the *Yau-mat* murder, which is to be tried on the 17th inst. at 10 a.m. Discontent and rowdiness, the children of poverty, would appear to be wholly *non est* in our well-ordered village.

THE British cruiser *Porpoise* arrived at Amoy from Hongkong on the 5th inst., and left again the following day for the Yangtze River. She left Woosung for Chinkiang on the 10th. The cruiser did not go to Shanghai, probably (says the *Mercury*) not wishing to become acquainted too intimately with the Woosung bar, in an unpleasant sense.

THE Hon. Secretary of the Assault-at-Arms Committee having invited the Volunteers (who gave their services on the last occasion) to take part at the *encore* performance to be given on the 19th inst., at the City Hall, a drill will take place at Volunteer Headquarters on Monday evening at 6 p.m., when it is hoped that all will be good enough to attend.

THE witnesses to be examined in the course of the inquest into the circumstances connected with the death by drowning of a young woman who fell into the harbour from the deck of her sampan close alongside the steamer *Peking* on the 13th inst. appeared at the Magistrate's this morning, but as the *Peking* has not yet arrived from Canton the inquiry has not yet started.

ONE of the most flourishing of Eastern Companies, which asserts its supremacy by scattering broadcast works of art of the almanack persuasion, regardless of expense, is the Straits Insurance Company (Fire and Marine). For 1893 they have issued a neat and useful scribbling diary, artistic blotting paper, large wall calendars, handsome date blocks, ivory paper knives, and very tasteful paper-weights—a complete office outfit.

THE Korean correspondent of the *Mercury* states that Messrs. E. Meyer & Co.'s steamer *Sigvald*, running in the Korean coasting trade for the last few years, has changed the German flag for the Korean one, and is now called *Chi Kiang*, which is said to mean "Sky Dragon." In the quaint Korean language, the well-known coasting trader *Bankhoff* *Humboldt* has been sold to Korean purchasers for the sum of \$45,000, to be employed in the Korean coasting trade. The upper Yalu River, dividing China from Korea, was frozen over in the middle of November.

A CORRESPONDENT, writing to the *Mercury* from Tientsin on the 7th inst. says:—"The weather is fine again. High water on the Taku Bar was to-day 11 feet 6 inches. The *Felma* has just left for Chinkiang, and is to make another trip here from that port, and then proceed to Hongkong and Canton. The *Kipping* Co. has done well this year, and expect will do still better next year. I hear they intend to add more steamers to their present fleet. The *Jido* China steamers *Kwangang* and *Yikang* we at the Bund, but leave tomorrow for your port. The *Haitan* has not been up here since the freshets set in, but stops below at Tongku, which place she left to-day for Shanghai with a cargo of coals."

TO-DAY'S SHIPPING RETURN.

Inward.

Haitan steamer, from Swatow.

Ching " " " " Fochow

Hsin Fung " " " " Shanghai

Sikan " " " " Canton

Lokang " " " " Canton

Tamul " " " " Shanghai

Huaph " " " " Amoy

Aggregating 7,883 tons, register.

Outward.

Milbourne steamer, for Shanghai

Malindid " " " " Taiwan

Glenhar " " " " Saigon

Atagat " " " " Nagasaki

Wingang " " " " Shanghai

Nanyang " " " " Singapore

Arday " " " " Singapore

Aggregating 8,945 tons, register.

At a meeting of the Perseverance Lodge of night Bro. Geo. L. Tomlin was installed Worshipful Master for the ensuing year, a installation ceremony being conducted by W. Bro. E. C. Ray, the Deputy District Grand Master, who was attended by the Grand Lodge officer. The new Master afterwards invested his officers as follows:—

S. W. Bro. A. Shelton Hooper.

J. W. Bro. F. R. Slegmood.

Treasurer Bro. W. W. Robertson.

Secretary Bro. W. W. Mitchell.

S. D. Bro. J. H. Christian.

T. D. Bro. R. J. Hendrick.

I. G. Bro. C. W. C. Cass.

D. C. Bro. J. D. Lupton.

Organist Bro. J. C. Murphy.

Steward Bro. J. H. Lewis.

Tyler Bro. J. R. Gimble.

There was a large attendance of visiting brethren, and at the banquet held after closing of the Lodge the usual loyal & Masonic toasts were duly honoured.

THE Attorney General and Mrs. Goodman, booked to leave London by the *Ballaarat* on the 10th ult., may be expected here next Monday.

JAVA papers give an account of a parachute descent at Chertibon by Professor Burns, who was slightly injured by coming in contact with the roof of a house.

THE VICTORIA RECREATION CLUB REGATTA.

THIRD DAY.—SATURDAY DECEMBER 17th.

The following events were concluded too late for yesterday's issue:—

SAILING RACE.—FOR ALL OPEN BOATS.—ANY RIG; Chinese owned boats excluded; entrance \$21 prize, \$21; winner of this race on the first day to be penalised 5 minutes; course 8 miles. Post entries.

Starters:—Commodore's Galley, H.M.S. *Impetuous* G.G. H.M.S. *Caroline* & *Stiff*, steamship *Fokien* cutter, and the *Sailor's Home* G.G.

The start was made at 1.35 with light airs from all points. At 2 p.m. a breeze sprang up from N.W., and at 2.35 shifted into the N.E., and descended to a good full sail breeze. The *Galley* being to windward first got the strength of the wind and gained a commanding lead. The mark boat at Green Island was rounded as follows:—

Commodore's galley..... 1 51

Sailor's Home G.G. 2 58

Caroline's skiff..... 3 —

Fokien cutter..... 3 45

Impetuous G.G. 4 —

The boats now had as much wind as they wanted, and raced back towards the Flagship at a rattling pace. As the Flagship mark boats were nearer the wind took it considerably, and the leading boat (the *Galley*) was almost becalmed.

The Flagship mark-boats were passed thus:—

Commodore's galley..... 1 51

Sailor's Home G.G. 2 58

Caroline's skiff..... 3 —

Fokien cutter..... 3 45

Impetuous G.G. 4 —

The boats now made for Kellef Island and rounded the mark:—

Commodore's galley..... 1 51

Sailor's Home G.G. 2 58

Caroline's skiff..... 3 —

Fokien cutter..... 3 45

Impetuous G.G. 4 —

The wind on the return towards the Flagship was light, but steady from the N.E., and the time of passing the winning mark was as under:—

Commodore's galley..... 1 51

Sailor's Home G.G. 2 58

Caroline's skiff..... 3 —

Fokien cutter..... 3 45

Impetuous G.G. 4 —

As the Commodore's Galley was penalised 5 minutes the *Sailor's Home* G.G. is the winner by a mile, 55 seconds.

SAILING RACE (HANDICAP BY COMMITTEE OF HONGKONG CORINTHIAN SAILING CLUB).

FOR PARTIALLY DECKED BOATS not exceeding 15 rating V.A. measurement prize, cup, entrance \$4. Course 8 miles. Post entries.

The *Red Boat* *San Jose*, skipper..... 8

Mr. Howell's *San Jose*, skipper..... 8

The *Royal Engine* *San Jose*, skipper..... 8

Mr. Lumley's *San Jose*, skipper..... 8

Mr. Harling's *San Jose*, skipper..... 8

Mr. May's *San Jose*, skipper..... 8

Mr. Denison's *San Jose*, skipper..... 8

Mr. Carey's *San Jose*, skipper..... 8

Mr. Gale's *San Jose*, skipper..... 8

Course, from a line between two sampans flying red ensigns moored to the south of the Committee vessel, round a mark boat, moored off the north of Green Island leaving it to starboard, round mark boat moored off W to E; thence round mark boat moored off north of Kellef Island, leave it to starboard and finish across starting line from E to W.

Second Day.—Handicap.

Dart *Ladybird* and *Payne* allowed—

Corn and *Hi Yeh*..... 5 min. 0 secs.

Kitten..... 6 " 0

Ellin..... 8 " 0

She and Pearl..... 8 " 0

Charmian..... 11 " 0

All started except *Ellin*, and a good start was made at the start, and there was next to no wind for an hour. *Payne* drew away first, followed by *Kitten*, *Dart*, *Hi Yeh* and *Ladybird*. About 15 the wind shifted from the N.N.E. and the race may be said to have begun from that time. *Payne* was the first to fill her sails and made good use of them, the others following in quick succession. Rounding the Green Island mark-boat the order was:—

Payne..... 1 51

Hi Yeh..... 2 30

Dart..... 2 45

Kitten..... 2 49

Ladybird..... 2 50

support may be expected from those shareholders who have not yet agreed to subscribe for the new capital, and many of whom are, doubtless, waiting the course of events before committing themselves to any definite plan of action.

Of the 10000 "A" shares it is now proposed that a first issue should be made of 15,000 only, the remainder being reserved for future issue as silver capital in India and the East, after the needed Parliamentary powers for this purpose have been obtained, or otherwise to be available for subsequent issue here.

Assuming the shareholders at their next meeting to approve of the course recommended by the Committee, the steps necessary for the purpose of carrying the same into effect will be as follows:—At once to establish the new Bank, and then to register the present Bank as one with limited liability under the Companies Acts, after which the needed resolutions for voluntary winding up, and for the simultaneous making over of the entire property and assets to the new Bank so that the business may be continued without interruption as a going concern, can be passed.

There having been inquiries whether the proposed issue of new capital could not be made by the Bank as at present constituted, the Committee think it is possible to add that as they are advised this is impossible. One obstacle in the way of any such proceeding would be that the Bank has no power under its charter of willing to increase its present paid-up capital, and no one could be induced to subscribe fresh capital to rank *pari passu* with a capital of £750,000, which, owing to the depreciation in silver, is only worth about £500,000. Further, the Bank, as at present constituted, has no power to issue preference shares, nor can any such power be acquired.

For these reasons the Committee feel that they cannot too strongly urge upon the shareholders the desirability of supporting the proposal of the proposed reconstruction of the Bank as the very best course to their own interest, and one which, if carried out, it is believed will lead to the re-establishment of the Bank on a firm and profitable basis; and those shareholders who have not already sent in their assents are requested to do so as soon as possible before the next meeting, which will be held on the 24th instant.

B. T. ROSANQUEL,
F. W. LUYAU,
S. J. MONTAGU,
A. WILSON.

CO-OPERATION IN CHINA.

THE VILLAGE THEATRE.

III.

Sometimes there is no better reason for holding a theatre, than the desire of the public to see a play, which the theatre manager may spend. A few years ago it was not unusual to find a village in which the funds could be appropriated to much better advantage, but the Chinese theatre, as we have seen, is a very different thing.

When it has been determined to engage a theatre, the first step is to draw up a written agreement with the manager, specifying the terms. This will vary from a sum equivalent to twenty-five dollars, up to several hundred dollars. The former amount is indeed a common price, and would be a good bargain, if the village were a poor one, and the theatre were a very inferior one. When it has been determined to engage a theatre, the first step is to draw up a written agreement with the manager, specifying the terms. This will vary from a sum equivalent to twenty-five dollars, up to several hundred dollars. The former amount is indeed a common price, and would be a good bargain, if the village were a poor one, and the theatre were a very inferior one.

A TRIP UP THE POYANG.

BY E. S. L.

The city of Wuch'en is a large trading centre at the southern end of the Lake. Here are immense warehouses and godowns which are fully as large as any native or foreign godown in Kiangsi, if not larger. All the boats from the south of the Province anchor here. One sees quite a number of boats with their masts high as the masts and only reached by a ladder from the deck of the ship, great salt-junks, small flat-bottomed boats drawing only a few inches of water for shooting the rapids and bringing paper down from the still further interior. Several streams converge here and at the time of writing there are over a thousand boats by actual count anchored in the lake. This means a large boating population. The streets are thronged with a busy population and the shops have a prosperous air about them. A few years ago this city was much more prosperous than now the city was still more wealthy and busy, the dying or at any rate decreasing trade has affected this place also. A year or a little more ago a disastrous fire destroyed many hundreds of houses and stores, and most of these I see are rebuilt and in a finer and more substantial manner than before.

The city boasts a Vanity Fair, a large square surrounded with temples and theatres and places of amusement. In the centre of the square are erected booths for trade. This is the resort of the poorer elements and the rough population. A crowd of gamblers and it is quite easy to get one's head broken here if that is the desideratum. We spent several hours here, but beyond crowds and good-natured joking had nothing to complain of. Our party spent six hours in working the city, preaching and selling books and tracts, of which some 1,200 were disposed of. During the day a strong gale of wind sprang up, and considerable difficulty was experienced in crossing and crossing the river from our boat to the land. The wind blew so hard for three days that we were not able to go. No boats moved either way, but all were kept prisoners by the wind.

A very fine view of the surrounding country and lake is obtained from the top of the pretty tower situated at the north end of the city. There are two missions at work in the place. One, the Methodist Episcopal Mission, which entered the city some fifteen years ago. Great opposition was experienced at first but this has gradually been lived down and has passed away. Last year in the fire referred to above the church was destroyed and has not yet been reopened. It is hoped the way will be opened so that the work may be taken up again during the next year.

The Plymouth Brethren also have a station with five persons in residence. They went there about three years ago and commenced work. They also have gathered a few members.

hear they have recently purchased a fine plot of land at a value of about \$700 Mexican. "Although the wind was still strong, we were able to get away on the 26th of November and in four hours travelled to Ch'ow, 120 li distant. This place contains a large number of houses and shops along the two sides of a long narrow street. We preached and sold some 500 books and tracts. The place has a poverty-stricken air about it. We are approaching the orange country here and purchased a large basket containing 215 oranges for 300 cash beyond this and some dice there did not seem to be much of any kind of useful article for sale. Of course there was a great plenty of all kinds of incense, paper money, and other trumpery used in idolatrous worship.

After a few hours we got under way again and travelled nearly to Nanchang Fu, the capital of the province of Kiangsi. The stream here is quite wide and deep, and steamers of the size of the *Kiang-fu* draw 8 or 9 feet of water would have no difficulty in getting up here. We had made a good day's journey, 170 li, besides several stops. Sunday, the 27th, as we could not get ashore we weighed anchor and reached the capital, 10 li distant, in a brief time. Close to us there anchored the boat of a high official, for Hupeh, and his fleet of escorting gun junks. Soon they weighed anchor and attempted to tack against a heavy head wind. The river, a quarter of a mile wide, presented a very pretty sight, filled as it was with white and blue-sailed boats manned with red-jacketed crews, long bithers and thither and crossing and re-crossing each other's path. This lasted for half an hour when it became apparent that they could not make any headway so they came to an anchor all together on the opposite side of the river, having neither lost nor gained ground during their half-hour's exercise.

Our foreign house-boat, being able to sail closer to the river, was able to go without difficulty the five li to Kinkiang, a village prettily situated on a bluff at the junction of two rivers. Here we went ashore and preached and gave away tracts. We had large congregations in two places who treated us kindly and listened attentively. We were told the story of the Cross. It was interesting to watch those who had heard us, take up our words, and tell them over again in their own way to new comers. We met several who had heard the Gospel in other places and others who had purchased and read Christian books and tracts. A superficial knowledge of Christ is very widely spread all over China. More preachers are wanted to instruct the people more particularly and gather them into churches.—N. C. Daily News.

(To be continued.)

NOTES FROM CHINESE PAPERS.

Five apprentices at the Hanyang Iron Works, while cleaning the inside of a chimney, were instantly killed by the rope by which they were suspended giving away at a critical moment.

In consequence of the bad year, which invariably produces more rogues and thieves, the Nanjing police officials are exercising increased vigilance in patrolling the city at night. The inhabitants are full of praise for these officials, and it is said that people are now able to "rest undisturbed on their pillows."

A serious calamity befell the people of a section of the Kiangsi "sen, Kungling," in the midst of their gaiety and festivities. "The townspeople were indulging in a series of entertainments to propitiate the gods, but more especially to amuse themselves. In the programme of the entertainments there were also theatrical performances. It was at one of these performances that the sudden calamity overtook the jubilant people. It appears that at the beginning of the play a crowd of rogues tried to secure admittance to the theatre, but as they were non-paying members they were not permitted to stay and were turned out by the attendants. This enraged the excited persons very much, and they proceeded to fire the stage and the theatre. Soon the flames spread and threatened destruction. The confusion amongst the audience at this time became very great, and a rush followed, which blocked the passages and rendered the situation very appalling. However the crowd after some difficulty succeeded in escaping with more or less injuries. But the actors on the stage fared differently, for with their long loose robes and other impediments they were unable to escape easily, and several of them perished in the flames. The temple was also reduced to ashes while the homes of over 200 families were also destroyed.

When the intimation first reached the public that the Hankow authorities had prohibited the establishment of new "Benevolent Halls," some surprise was naturally evoked, but upon enquiry into the cause of this step, it was found that the prohibitive measure was adopted for the real good of the people. The new regulation, besides prohibiting the opening of new institutions of this kind, further requires the existing ones to furnish trustworthy guarantees for future good conduct, or else they will also be closed. In recent years many of these "Benevolent Institutions" as they are called, have turned out to be nothing but organisations through which hypocrites, in the garb of philanthropists, carried on systematic swindling. Under the pretext of collecting funds for some imaginary good work, they have been able to amass a large sum of money, which they have been most successful in imposing upon the public, from whom they obtained money which only went to fill their private coffers, instead of going to the poor and those in want, for whom the money was primarily given. Seeing these "philanthropists" with a business, others who were anxious to enrich themselves this way, had also started these concerns to grow fat on the generosity of the really charitable public, consequently the number of these halls had become very large.

BRITISH NORTH BORNEO.

December 21st. In one of Rudyard Kipling's tales there is an account of the behaviour of a regiment of recruits in its first fight after having done everything they ought not to have done they were repulsed in their main attack, but then, getting savage, each man rushed in on his own account and after a hand to hand fight, the enemy was defeated, and experienced onlookers observing "this is the true attack" when he saw the men, white with rage and filled with desperation, returning to the charge. Something of the same kind is now in progress in North Borneo; followed so far in the main attempt to make the country a success, a good many minor enterprises are being started, in some cases by individuals or locally and most of them on a smallish scale, but which if successful may contain the germs of large future expansion. One of the plans in progress is to build a dozen different places round the Bay of Sandakan, and when the increasing demand for copra is taken into consideration, as well as the great facilities afforded by localities in the neighbourhood, no doubt can be entertained of the gradual development of this cultivation into a very large industry. In four places at least ago also, is being put in.

A fish curing and smoking concern has been started locally and is getting to work; samples of remarkably good smoked fish, which would find a market anywhere are already forthcoming. The vast quantities of fish in our seas have also attracted the attention of the people in Hongkong, and a Company is being formed there of a somewhat more ambitious character. (Not heard of it here.—Ed. Hongkong Telegraph.)

One piece of land at the back of the town is being prepared for sugar-cane planting, and another for ground nuts, and small mills it is said will be erected at both places. A small company for coffee, Vanilla beans, sago and coconuts has been started, land being selected on the south side of the Bay, and filling has commenced.

Mr. McGeehan's mangrove extract mill keeps on puffing away merrily, and symptoms of the building of a good substantial house adjoining are apparent, which is looked upon as a good sign.

Considerable fellings are in progress at about the fourth mile stone out of town, for the cattle syndicate, which syndicate it is said will pay a dividend at the end of the year.

Gambler bolting is in operation at the Government Experimental Garden beyond Melkonn; very good samples are being shown, and this industry also it is hoped will be extended shortly.

On a larger scale are the "Development Corporation's" operations; 200 acres of coffee will be in the shortly—and planting will be continued until there are 300 acres. Mandala hemp is rapidly maturing, and many other things coming on well. All these things are in the vicinity of Sandakan. At Kaka a good deal of office is growing well, and much of it is in bearing, while from Dr. Chennam's plantation on the north side of the coast, an equally large quantity of rubber is coming on. On the town west coast the production of sago goes on apace, exports from thence showing a heavy increase over last year's figures; new factories are being put up and some hundreds of Chinese are finding profitable employment there. Exports from seven ports on the west coast for the nine months ending 30 September last, total \$145,578, against \$1,871 to same date last year, an increase of \$186,700, nearly entirely due to the increased business in sago.

At Labuan the quality of the coal being mined has been greatly improved lately, while it has been demonstrated on more than one occasion that a 1,500 ton steamer can be loaded in 3 days, which is very satisfactory, as one of the obstacles to the proper development of the mines hitherto has been the want of facilities for loading ships and steamers. What with the coal mines and the activity in the sago business Labuan is on the high road to prosperity and shows it in various ways.

From Darvel Bay there are reports of fresh finds of gold.

The Governor for his part is determined to leave no stone unturned, and amongst other projects and operations, has lately had completed a 600 yards rifle range with the intention of attacking men-of-war for small arm practice. The big gun range is already known as one of the best on the station.

Some idea of the varied character and importance of the resources of the country can be gathered from the above remarks.—Singapore Free Press.

CHINAN-FU.

"N. C. DAILY NEWS" CORRESPONDENT. November 26th. The case between the Roman Catholics and Protestants we have referred to several times has been settled by the mediation of the competent Tribunal in the capital. Both parties have yielded some, and the Protestants rebuild on another plot.—We sincerely hope no such business will arise again, and we recommend caution in receiving men from another religion and so near as Romanism and Protestantism.

One of the missionaries of this city has left on furlough for home, and another family has lately been appointed to the place, all of the American Protestant Mission.

There are reports that the English Baptists will first strengthen their other stations before occupying Chinan Fu with a foreign staff. This Mission and the American work along together with the greatest harmony, recognising division of field and work, and the good work done by the others.

Considerable relief for the sufferers of the Yellow River, has been rendered by the native authorities.

Now that the Roman-Protestant case is closed we can rest from our labours awhile, awaiting some other great event, out of the common line.

TO FAR CATHAY.

XII.

RIO AND SUBSIDIES. The establishment of a continuous ocean-route to India, China, and Australia as an alternative to the overland route, continued to be pressed from time to time after Lord's death had dropped out of sight. Concerning Australia, we shall see when we come to deal with the Underworld, but meanwhile a pause may be made over some considerations submitted in 1888—that is ten years after Captain John Ford—by Captain Josiah Gregory, of Dublin, who published a now rare work on "Ocean Mail Steamers and the Perils of Steam Navigation, and Mail Subsidies."

Captain Gregory was driven into print by the remarkable development of the Messageries Maritimes (now Messageries) enterprise of France, which he regarded as having become of the most serious importance both to the shareholders and directors of our several Mail Companies. The splendid equipment and liberal subsidies of the French steamers compelled the English Companies to revise their expenditure in order that economy might be practised wherever possible, so that liberality might be extended in other directions—to combine economy to the fullest extent with thorough efficiency in their working.

Now, one direction in which economy might be effected struck Captain Gregory as in the matter of rig. His words are worth quoting:—"It is my conviction that in many of our large full-power steamers, both paddle and screw, with fixed propelling power, the important fact that sails are after all only auxiliary to the steam (under certain favourable conditions) has been overlooked, and consequently that the tendency has been to over-mast and spar them, and that the desire to combine the advantages of full sailing-power with full steam-power—a simple impossibility, except in case of lifting masts—has led to enormous unnecessary outlay of money in their first equipment and subsequent working. I will take, by way of illustration, the beautiful ships of our best known mail line (P. & O.). In several of them I have travelled, and finer specimens of naval architecture have never been produced. With respect to these ships—I am now talking a shareholder's view—merely regarding a steamer as a mere instrument of transport, it is not to be received a certain amount of interest annually to receive that much of the top-hammer they now carry might be disposed with, and with very great advantage in every way for the following reasons:—Firstly, they would be worked with fewer men; secondly, they could, if required, make overnight passages; thirdly, their capacity for heavy freight would be increased; fourthly, they would be less liable to strain in heavy weather—the frequent but not usually admitted

or recognised cause of hot bearings and general damage to machinery; fifthly, their contract-speed could be maintained at diminished cost."

Captain Gregory, it will be seen, thus occupied the very opposite end of the pole to those who planned their faith to auxiliary steam-vessels for the development of the Eastern trade round the Cape. But auxiliary steamers had been tried and found wanting some five or six years before Gregory wrote, so he was not without the benefit of recorded experience as well as of his own practical observation.

The saving to be effected by a reduction in the rig he threw into plain language. He estimated that each vessel (mail steamer) could do with four hands less per voyage, or 200 hands in one Company alone. At an estimate of £50 per annum for the wage and maintenance of each man this represented a saving of £10,000 per annum in labour alone. Then if more rapid voyages were made with the altered rig, but with even less consumption of fuel, this would represent another saving, which he put down at £5,000 per annum.

The saving of fuel would, he contended, be important, because the ships would be propelled at contract speed at a lower pressure of steam and with diminished wear and tear of machinery:—"The lofty spars and upper sails now carried—representing, as they do, great weights and leverage aloft—are of no real use as compared with the disadvantage of having to carry them frequently for whole passages, furled. In theory they are struck and stowed away in head winds, but in practice they are frequently left aloft, in the expectation that the wind will shift to some favourable quarter, and under these circumstances the resistance they offer to the vessel's progress far more than counterbalances any advantages from their use, as a high pressure of steam must be maintained to overcome that resistance, necessitating, in our Eastern seas particularly, expenditure of fuel to an amount that cannot be closely estimated, but must be very considerable where coal generally ranges between £3 and £4 per ton in price."

The saving in upkeep, repairs, and wear and tear of machinery, Captain Gregory estimated (for this one Company, remember) at £10,000 per annum at least. His arguments applied to steamers in the Eastern trade only, not to the Transatlantic trade in which canvas can be advantageously employed for nine months in the year. Overhead he computed a saving of at least £10,000 per annum in one fleet of merchant steamers by the alteration he proposed in rig.

It was not only on grounds of economy that he advocated the change, but also on grounds of increased efficiency, a matter of immense moment when the perils of navigation seemed to be increasing faster even than our skill as navigators.

"The perils of navigation," wrote Gregory twenty-four years ago, "have increased; desolated homes, and the tears of widows and orphans will bear testimony to the truth of my assertion. Any sailor who has had twenty years experience at sea will tell you that the 'trade winds' are not so steady as they used to be in his younger days." In these few simple words he conveys the following meanings:—

"There has been a general atmospheric disturbance going on (indicated by the unsteadiness of the trade winds) for some years past, and that it has culminated in a succession of destructive storms, of which we all know, but we cannot but see that we have encountered the last, or the atmospheric currents have returned permanently to their wonted channels."

The disturbance in the atmospheric currents had also caused changes in the ocean currents, which accounted for the wreck of many vessel on board of which of the utmost vigilance was exercised. What then? If Gregory were right in his conclusions that the dangers of navigation had increased, then the necessity was all the greater to perfect the construction and rig of ocean-going, and especially of trade-trading steamers, and to construct a mail system with the French, English mail services were private enterprises subsidised by Government to a limited extent. French mail services were national enterprises, with a special appearance of the commercial element to make them popular, but subsidised irrespective of the amount required for mails alone, in order to keep up the lines in a state of perfect efficiency.

The French Government, in short, realised the advantage of what Captain Ford desired for this country—a large and well-equipped fleet of swift steamers, always ready for any emergency, and always available by the Government when required, yet at liberty to make profit out of general freight and passenger traffic.

Captain Gregory had much the same views as Captain Ford, although he was addressing shareholders rather than Government officials. His general plan was that if we were to hold our own in the struggle then going on for supremacy on the sea—and especially in the Race for India and the stretching out to Far Cathay—that if we were to retain a fair share of the Eastern traffic, we must give more liberal subsidies to our ocean mail-carriers. The French policy, being to construct a fleet of swift steamers, and keep up an appearance of power and wealth, we could not compete with them if we "sang small" and looked poor.

Well, our subsidies have grown less and less with every renewal of mail-contracts, and we have not lost our footing, either in India or in China, but have gained inch by inch, if not by leaps and bounds. There are more things than State subsidies needed to the building up of a great maritime commerce, as the French have found, and as the Americans will find. Still Captain Gregory's views are interesting as reflecting the best of opinion of his day, and especially as dealing in a practical and seamanlike manner with the rig of steamers in the India and China trades.—Fairplay.

SINGULAR BUT TRUE.

It is singular, seeing how much depends on good health, that a little more pains is not taken to impress on the people a few simple rules for its preservation. Thus, bad drainage is the main cause of typhoid fever, which kills 20,000 people in England yearly. Small and low bedrooms engender consumption and loss of vitality unless well ventilated, not only in the day time, but at night. An ill ventilated bedroom is a frequent cause of sleeplessness. Children are especially sufferers from badly-ventilated bedrooms. That is the chief cause why children of the poor look so sickly. It may be said that people have a right to be filthy. So they have, unless they are an active annoyance and danger to their neighbours. For that reason there is greater logic in presenting a dirty than a drunken man. Where disease herds its approach by such signs as indigestion, headache, neuralgia, tired aching limbs and other well-known symptoms, a course of Clements Tonic will quickly restore the normal health, as instanced in the case of His Honor Judge Miller, who writes—Court House, Winton, Queensland, June 18, '91.—Last December, while travelling from Mulaburra to Winton, I was suddenly seized with a violent attack of vomiting and diarrhoea. On my arrival at Winton, Mr. Campbell (of Corfield and Fitzmaurice) persuaded me to take Clements Tonic one dose relieved me. I continued to take it for two days, at the expiration of which I was completely recovered, and I have much pleasure in testifying to the beneficial effects I experienced from taking it.—Granville George Miller, Judge of the Central District Court, Winton.

Food for Consumptives.—Scott's Emulsion of Pure Cod Liver Oil with Hypophosphates of Lime and Soda is a most wonderful food for the Consumptive. It not only gives it strength and increases its flesh, but it heals the irritation of the throat and lungs. It is very palatable; children take it like milk, and in all wasting diseases both for adults and children it is a marvellous food and medicine. Any Chemist can supply it. A. S. Watson & Co. (Limited), Agents in Hongkong and China.—Advt.

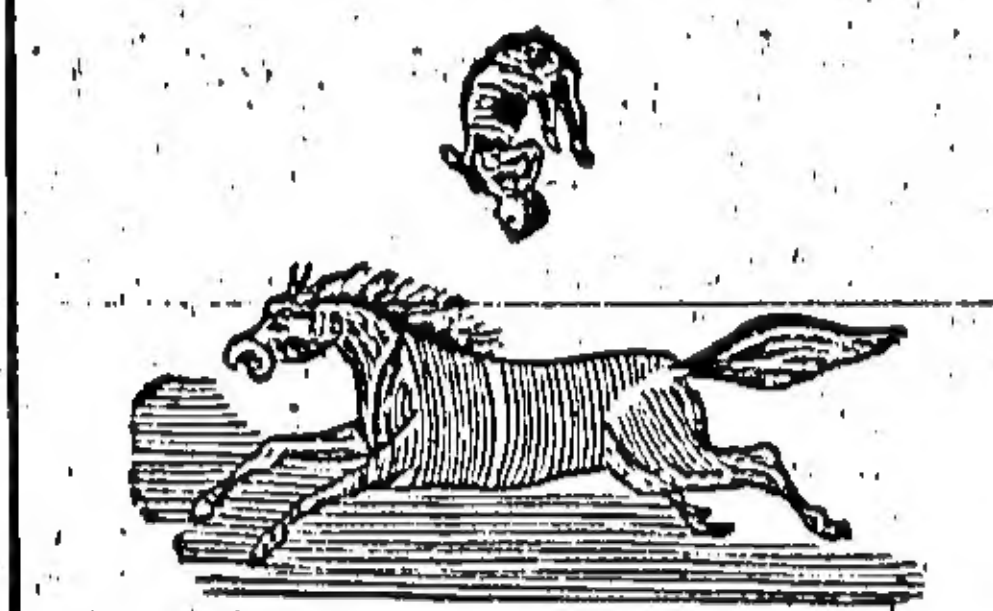
HONGKONG TEMPERATURE.

	Therm.	Barom.
Thermometer—9 a.m.	80.5	30.1
Thermometer—1 p.m.	81.5	30.1
Thermometer—5 p.m.	82.5	30.1
Thermometer—9 p.m.	81.5	30.1
Thermometer—10 p.m.	81.5	30.1
Thermometer—11 p.m.	81.5	30.1
Thermometer—12 a.m.	81.5	30.1
Thermometer—1 p.m.	81.5	30.1
Thermometer—2 p.m.	81.5	30.1
Thermometer—3 p.m.	81.5	30.1
Thermometer—4 p.m.	81.5	30.1
Thermometer—5 p.m.	81.5	30.1
Thermometer—6 p.m.	81.5	30.1
Thermometer—7 p.m.	81.5	30.1
Thermometer—8 p.m.	81.5	30.1
Thermometer—9 p.m.	81.5	30.1
Thermometer—10 p.m.	81.5	30.1
Thermometer—11 p.m.	81.5	30.1
Thermometer—12 a.m.	81.5	30.1

TODAY'S Advertisements.

TO-NIGHT. TO-NIGHT. AT WEST POINT, 9 P.M. On the Tidal Wave of Success! A complete Triumph! We have kept all promises made, and more startling surprises have yet to come.

HARMSTON AND SONS' GRAND CIRCUS, HIPPODROME.



AND MENAGERIE. TO-NIGHT! TO-NIGHT! OUR NEW PROGRAMME. THE FAMOUS FEELEYS IN NEW ACTS.

LITTLE AMELIA AND JOHNNY. The Child-Wonders—Gracful and Pretty. THE GRAND VAULTING, during which Dan Feeley and Gilbert, the accomplished Acrobat, will perform DOUBLE SOMERSAULTS.

GRAND SPECIAL BILL, THIS EVENING, at 9 P.M. PRICES OF ADMISSION: Box of 6 Chairs \$12.00 Single Seat in Box 2.00 Dress Circle Chairs 1.50 Stalls (Carpeted Seats) 0.50 Gallery (for Chinese only) 0.30 Box plan on view at KELLY & WALSH'S, where Seats can be booked.

ROBERT LOVE, Acting Manager, Hongkong, 17th December, 1892. [1238]

NOTICE.

HONGKONG SMOKING CONCERT CLUB THE next CONCERT will be held THIS EVENING, the 17th inst., at 9.15 P.M., in the THEATRE ROYAL.—Dr. P. B. C. AYRES in the Chair. Tickets of Membership have been posted to all Members who have paid their subscription. Visitors' Tickets may be had from the Committee or at the Door. Special attention of Members is called to the Royal Matinee.

J. A. LAWSON, Hon. Secretary, Hongkong, 17th December, 1892. [1239]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. The Company's Steamship.

"HAITAN," Captain Goddard, will be despatched for the above Ports, on TUESDAY, the 20th inst., at Daylight. For Freight or Passage, apply to DOUGLAS LAFAIR & Co., General Managers, Hongkong, 17th December, 1892. [1237]

LOST.

A WHITE BULL BITCH with BROWN PATCH on each side of head, short tail, aged about 8 months, weight about 35 lbs. Anyone returning the same to College Gardens will be rewarded. Hongkong, 17th December, 1892. [1235]

DILIGENTIA LODGE OF INSTRUCTION.

A REGULAR MEETING of the above LODGE will be held in the FREEMASON'S HALL, Zealand Street, on WEDNESDAY, the 28th inst., at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited. Hongkong, 17th December, 1892. [1234]

Guyot's Tar Solution

Cures Colds, Coughs, Pulmonary Consumption, Whooping Cough, Catarrh of the bladder, etc. The best Hygienic and preservative drink in hot climates in cases of Epidemics, Cholera, etc. It destroys all bad germs in the impure water, even paratubercular Hospital.

Used with the greatest success in the treatment of all cases of pulmonary consumption, whooping cough, catarrh of the bladder, etc. The best Hygienic and preservative drink in hot climates in cases of Epidemics, Cholera, etc. It destroys all bad germs in the impure water, even paratubercular Hospital.

Doctors in all countries have had to try Guyot's Tar, to at once appreciate the important service it renders. This preparation, I hope, soon to be universally popular.—Prof. BAZIN, Head Doctor of the Hospital of St. Louis, Paris.

Agents in Hongkong:—D. B. WATSON & Co., Ltd., 40, BARNARD STREET, LONDON, E.C.

